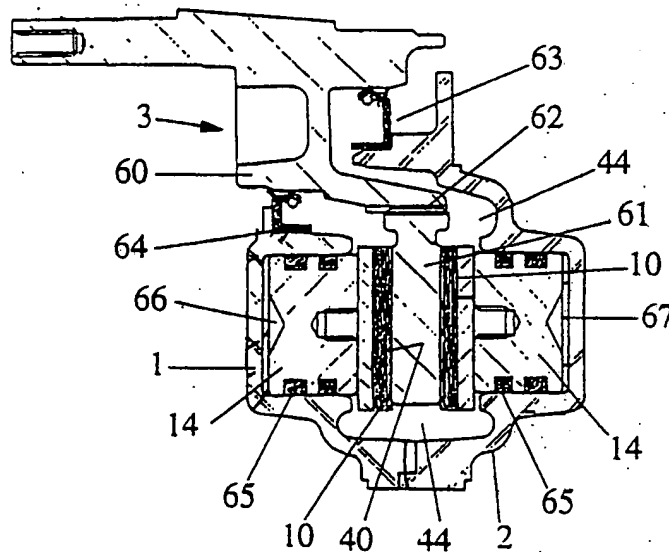


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(54) Title: WET DISC BRAKE**(57) Abstract**

A disc brake assembly having a single rotor disc (3) with at least one friction pad (10) acting on opposed braking surfaces (40). The assembly is immersed in a liquid filled sealed housing (1, 2). The pad (10) is configured to have a leading edge angled rearwardly from an inner leading corner region of the pad (10) and rearwardly angled open ended grooves on the friction surface.

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WET DISC BRAKE

The present invention relates to improvements in disc brake assemblies and components therefore, particularly, but not exclusively, for use in light utility motor vehicles.

5 Conventional light utility motor vehicles now find a ready application in personnel transportation roles on and around mine sites where brake housings and components are likely to be splashed with or completely immersed in highly corrosive liquors. Other situations also exist where vehicle wheels and brake assemblies are likely to come into contact with corrosive liquors such as operation in or around sea or salt
10 water. In these and other comparable applications, many components do not provide low maintenance and reliability which is usual in on-highway use. This is due to the severity of conditions encountered both on the sites and on the service roads accessing the mines and in the other applications.

The environmentally exposed dry friction brakes of the type employed on
15 marketplace light utility vehicles are substantially affected by operating condition effects. Abrasive dusting on roads, and frequent inundation in water and mud on the actual sites bring about both high parts wear rates and parts corrosion. On those sites where dissolved salts and dissolved minerals are present in ground water, brake attrition by corrosion can be so severe that it produces unacceptable safety hazards.

20 Since the trackless vehicle mining concept has become commonplace, multi-plate oil immersed friction brakes have been widely employed to isolate vehicle braking systems from environmental damage. The multi-plate type brake has the drawback that it requires quite different mount spaces to conventional dry friction brakes and utilises different activation systems. The multi-plate enclosed brake system is thus only
25 suitable for custom designed machines where wheel disc shapes, wheel stud arrangements, hub dimensions and brake actuation systems can be chosen during the design stage to provide for multiple plate brakes requirements. Multi-disc brakes also have the disadvantage that, without severe modifications, only one brake effect system can be used per wheel. That is, with individual or separate pads, two or more pad pairs
30 can be used per wheel with at least one pair being operated from an independent actuation system to act as an emergency brake. Furthermore, multi disc brake assemblies require that the softer faced composite (or friction material) discs be rotated so as to assist cooling because of oil circulation difficulties as a result of the tightly packed stack of discs. Thus, the oil also needs to be pumped over or through the metal parts. This
35 difficulty does not occur with single disc/discrete pad arrangements because a much more

favourable heat sink results from the use of a thicker metal disc and natural even heat transfer because the metal disc is rotated. As a result of the foregoing, even when designed as original equipment, multi disc brakes tend to be for more complicated and expensive than a single metal disc brake with opposed pairs of friction pads.

5 The introduction of non-specialised marketplace vehicles equipped with environment exposed single disc (or drum) dry friction brake systems was done to lower the cost of personnel transportation within and around mines. An important aspect of the use of these low cost vehicles is that they can be resold after an appropriate service cycle to recover part of the capital expenditure.

10 The retrofitment of any brake system on such vehicles cannot thus require extensive vehicle modifications or it defeats the reason for using common marketplace vehicles in the first instance. In essence, whatever brake mount space is available on the corporate produced marketplace vehicles and the wheel studding configuration, the application system must be retained to satisfy the market dictates.

15 The net effect of the above clearly sets design parameters for a retrofittable product. A brake system suitable for retrofitment to light utility type marketplace motor vehicles should preferably achieve or at least approach the following desirable aspects:

1. Need only the slightest vehicle axle modifications which can be reversed at a later date.
2. Fit into the brake space provided by the original manufacturer and bolt to existing structures.
3. Utilize higher performance coulombic type friction.
4. As far as possible, provide equivalent braking performance to that offered by the OEM brakes when brand new.

25 In the original equipment market (OEM) there is also a need for an environmentally friendly brake system which minimises or entirely prevents the discharge of friction material dust into the atmosphere as the pad material wears during use. This of course applies whether the brake system is to be used on a vehicle that will be used in corrosive environments or simply on normal on road vehicles which will not normally suffer corrosive use environments. It is of course desirable also that such brake systems should not be significantly more expensive than conventional existing dry brake systems and in fact significantly less expensive than existing wet or oil immersed systems such as the multi-disc systems discussed above. A significant reason for the low cost of dry friction brakes is that they utilize coulombic friction whereas wet disc brakes

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use viscous shear which produces only about one fifth of the torque per unit area. Commercially available oil immersed multi-disc brakes require substantially different mount arrangements to that of conventional dry friction brakes and in fact are more complicated and expensive. This means that conventional multi-plate oil immersed wet disc brake designs as marketed today are not suitable for after market application to common marketplace light utility type motor vehicles nor are they desirable for use as original equipment on such vehicles if a cheaper, simpler and equally effective system exists.

Thus, an objective of the present invention is to provide a brake system for vehicles generally and those specific vehicle types discussed above which may be of a similar configuration to the standard dry brake equipment currently supplied with the vehicle at manufacture but which is capable of operation in harsh and corrosive environments with satisfactory life and operational characteristics. A further preferred objective is to provide a brake system which reduces wear of friction material and minimised the atmospheric discharge of friction material dust while still being simple in construction and effective in operation. A still further preferred objective is to provide an improved brake pad design adapted to improve braking performance in a liquid medium, and more preferably by utilizing coulombic type function characteristics despite the liquid medium.

Accordingly, the present invention provides a disc brake assembly for a vehicle adapted to be connected to an axle end, said assembly comprising a single rotor disc adapted to rotate with said axle end and a stationary housing enclosing said rotor with one or more seals acting to provide a substantially sealed zone surrounding at least a braking effect region of said rotor disc, at least one friction pad located adjacent a braking surface of said rotor disc in said braking effect region with the or each said friction pad being arranged to move axially towards and engage said braking surface of the rotor disc or to move axially away and disengage from braking effect on said rotor disc, and liquid filling means provided to permit at least part of said zone surrounding said rotor disc to be filled with a liquid medium. Conveniently, the disc brake assembly, in use, is filled to a level at least above the or each said rotary seal. Conveniently, said assembly comprises at least one pair of said friction pads with at least one said friction pad of a said pair of pads being positively moveable towards said rotor disc during a braking operation. In this manner, the use of a single rotor disc together with one or more pairs of friction pads conforms the brake system to a configuration compatible with an original dry disc vehicle brake assembly. The liquid filling means permits the enclosed zone to be filled

with liquid to an extent that will effectively prevent ingress of dust or corrosive liquors through the rotary seals which is the primary source of entry of such contaminations. The liquid medium also minimise the production of friction material dust particles and the rotary seals prevent or minimise the escape of any such particles to the atmosphere.

- 5 The liquid also provides a cooling effect to the brake components but as will be readily appreciated, a detrimental effect will result on the friction or braking characteristics of the assembly due to the liquid medium causing brake couple separation and filling rotor face asperities with a practically incompressible medium.

A number of features or steps may be used individually, or in any combination, to

10 improve the friction or braking characteristics of the assembly. One such proposal is to place at least one friction pad pair no lower than a horizontal line through the axis of rotation of the rotor disc. Preferably, at least one friction pad pair may be located, at least partially, in a forward upper quadrant of the rotor disc having regard to the normal forward direction of the vehicle. While these arrangements are not critical, they do

15 assist with braking performance although satisfactory operation is possible with other physical locations. Of course additional pad pairs might be used as desired. In a particularly preferred embodiment, a leading edge of each friction pad is swept or angled from a radially inner leading corner rearwardly from a radial line passing through the radially inner leading corner of the pad having regard to the direction of rotation of the

20 rotor disc. Conveniently, operating means is provided associated with each said friction pad that is positively moved towards the braking surface of the rotor disc during a braking operation, the operating means being adapted to provide increased pressure against the leading edge of the friction pad during the braking operation relative to the pressure applied to the remainder of the friction pad. This is believed to provide an

25 improved removal of liquid (or oil) from the area of the pad via the leading edge pressing closely against the rotor disc, particularly where the leading edge of the pad is swept or angled rearwardly as discussed above. The aforementioned operating means is conveniently at least two operating pistons acting on the friction pad, with one of said pistons acting at least closely adjacent to or partially overlying the leading edge of the

30 friction pad with the other piston (or pistons) being distributed rearwardly therefrom. In a still further preferred aspect, grooves are provided in the friction surface of the friction pad extending to a depth equivalent to an acceptable safe working level of the friction material such that the grooves will exist over the full operational life of the pad. Preferably each groove is square edged and is angled rearwardly either parallel to the

35 leading swept or angled edge of the pad or angled at an acute angle relative to the leading

edge of the pad. Each groove is preferably, continuous, i.e. without any discontinuities in line or curve, and extends from the radial inner circumference of the pad either to the radial outer circumference of the pad or the trailing edge of the pad. Preferably, the grooves are about 2mm wide and about 5mm deep although other sized grooves are
5 beneficial but not necessarily as efficient.

Conveniently, the rear edge of each groove (relative to the leading edge of the pad) is either perpendicular to the friction material surface or is angled rearwardly from the perpendicular. The angle from the perpendicular is preferably in the range of 0 to 30°, preferably about 15°. Conveniently, the density or number of the grooves is relatively
10 greater towards the leading edge of the pad as compared to the number of grooves towards the trailing edge of the pad.

In a further aspect, the present invention also provides a brake pad configuration wherein a leading edge of the pad is swept or angled rearwardly from a radial line passing through an inner leading corner of the pad.

15 In a still further aspect, the present invention provides a brake pad configuration having a leading edge, a trailing edge, a radially inner edge and a radially outer edge defining a friction surface therebetween, said brake pad configuration being characterised by at least one groove extending inwardly from said friction surface, the or each said groove extending between either said leading edge or said radially inner edge and
20 either said radially outer edge or said trailing edge, the or each said groove at said leading edge or said radially inner edge, in use, extending rearwardly from a radial line at an acute angle.

Conveniently, the or each said groove extends in a substantially continuous straight or curved line. Advantageously, the leading edge of the pad is swept or angled
25 rearwardly from a radial line passing through an inner leading corner of the pad. Preferably, the rear edge of each groove is perpendicular to the pad braking surface or is angled rearwardly (relative to the leading edge) by an angle within the range of 0 to 30. Advantageously, the density or number of grooves in a zone adjacent the leading edge is greater than the density or number of grooves in a zone adjacent the trailing edge of the
30 pad. The arrangement of the grooves as described above assist in removal of liquid from the braking surface of the rotor as it is engaged by the pad during a braking operation.

Several preferred embodiments of the present invention will hereinafter be described with reference to the accompanying drawings, in which :-

Figures 1 and 2 are elevation views of two alternative brake configurations
35 according to the present invention;

Figure 3 is a partial sectional view along line A-A of Figure 1;

Figure 3 is a partial sectional view along line B-B of Figure 1;

Figure 5 is a partial sectional view along line C-C of Figure 1;

Figure 6 is a partial sectional view along line D-D of Figure 2;

5 Figures 7 to 10 are schematic views of differing friction pad configurations according to preferred embodiments of the present invention; and

Figures 11A and 11B are partial section views of two different possible groove shapes taken along lines XI-XI of Figures 7 to 10.

As shown in Figures 1 and 3, the brake assembly according to this preferred
10 embodiment comprises a rotor disc 3 secured to an axle end A via bolts 40. The radially outer circumferential section of the disc 3 has opposed annular braking surfaces 40 against which one or more individual brake pads 10 can be engaged. An operating mechanism 4 is provided for each pad intended to be positively moved against a respective one of the braking surfaces 40. The operating mechanism may comprise a pair of piston
15 members 14 adapted to be moved by hydraulic pressure applied through passages 17 to outer faces of the piston members. Seals 5,6 may be provided in the walls of the cylinder spaces in which the piston members 14 move (Figure 4). The operating mechanism in this embodiment comprises a pair of piston members 14 circumferentially spaced along the pad 10- as best indicated in Figure 1. As shown in Figure 1, the radial centre lines
20 42 of the pad operating mechanisms 4 may be located in the upper half of the rotor disc 3 and more preferably at least one of the pad pairs is located in the forward upper quadrant 43. A housing, split into two halves 1, 2, is provided surrounding the hub and disc 3 providing a substantially enclosed sealed zone 44, the zone being sealed by rotary seals 18, 19 and 20. An access opening is provided releasably closed by a plug 23 enabling
25 liquid oil to be filled into the zone 44. The liquid level may be located as at 41, so that the rotary seals 18,19 and 20 always have liquid on the inside thereby preventing ingress of contaminants therethrough and also preventing the escape of dust contaminants therefrom.

Figures 2 and 6 illustrate a second preferred embodiment where like features
30 have been given the same reference numbers as in Figures 1 and 3 to 5. In this embodiment two pairs of friction pads are provided on each pair being arranged on diametrically opposed sides of the assembly. The embodiment allows only one pair of friction pads to be operably employed if satisfactory braking characteristics can be obtained thereby.

In this embodiment the hub and disc 3 is made in two parts, a first inner section or hub 60 being adapted to be bolted or otherwise secured to an axle end and a second outer section (the disc) 61 is connected to the inner section 60 by a spline connection 62. The outer section 61 of the rotor disc has opposed annular braking surfaces 40 adapted to be engaged by friction pads 10. The splined connection enables the outer section 61 of the rotor disc (which is the part subject to wear) to be easily removed for repair or replacement. Other forms of connection between the inner and outer parts could be used if desired, however, the splined connection 62 also has the advantage of enabling the outer section 61 to move axially so that only one positive operating mechanism 4 could be used for each pair of pads 10. It is, however, preferred that two such operating mechanisms 4 be employed, each of which includes a pair of piston members 14.

The assembly also includes a pair of housing parts 1,2 defining a zone 44 in which the outer rotor section 61 rotates. The zone 44 is sealed by rotary seals 63,64 acting between the rotating inner section 60 of the rotor and the stationary housing parts 1,2. The piston members 14 of each operating mechanism are located in one of the housing parts 1 or 2. Normally, with hydraulically operated brake assemblies (e.g. dry friction brakes), some form of positive return mechanism is required to move the piston members a significant distance away from the rotor disc when braking is not required. This is achieved via appropriate return springs, hydraulic means or by arranging angled annular seal rings in the wall of the piston cylinder which have the desired return effect when braking effect hydraulic pressure is released from the pistons. In the present invention, however, because the brake pads are effectively operating within a bath of liquid oil, the piston members do not have to move a significant distance away from the rotor disc when braking effect is not required. As is shown in Figure 6, piston sealing rings 65 may be provided in the piston members 14 rather than the cylinder walls and via this arrangement, sufficient movement is achieved away from the rotor disc 3 when hydraulic pressure is removed from the spaces 66,67 as a result of braking effect no longer being required. Appropriate hydraulic fluid connections (not shown) would of course be provided to the spaces 66,67 to allow brake activating pressure fluid to be delivered thereto or to be removed therefrom when braking effect is not required.

Provision is also made in the embodiment of Figures 2 and 6 to fill or partially fill the zone 43 with liquid oil, for example, via the port closed by plug 23.

Figures 7 to 10 illustrate several preferred forms of pad construction comprised of a desired friction material. In each Figure the dotted outline represents the rotor 3

and the arrow 45 represents the direction of rotation of the rotor 3 past the pad 10. The pad has a leading edge 46, a trailing edge 47, an inner circumferential edge 48 and an outer circumferential edge 49. The leading edge 46 is swept in a continuous curve or straight line rearwardly at an acute angle α to a radial line 50 passing through the inner leading corner 51 of the pad. As shown in Figures 8 and 9, the front edge of the friction material 55 as opposed to the backing plate 70 may be angled as aforesaid rearwardly. It is preferred that the forward angled edge 71 of the friction material extend from the forward inner corner 51 as illustrated. Further, the rear inner corner of the friction material may be removed as illustrated along an angled line 72. Preferably the forward edge 46 of the backing plate 70 is notched at 73 to receive the pad anchor 74 thereby preventing incorrect installation of the pad. If desired, in this arrangement, the grooves could also be curved as in Figures 7 and 10. The various arrangements disclosed angling rearwardly the front edge of the friction material has the effect of acting to direct oil film from the rotor surface outwardly away from the pad to minimise its effect on frictional characteristics. If desired a wiper element might be added in front of this leading edge to further limit the effect of this oil film on frictional characteristics. This effect may be improved by ensuring the operating mechanism 4 applies a greater pressure to the leading edge 46 relative to the trailing edge 47. The dotted outlines 68,69 schematically represent the positioning of the operating pistons 14. As shown, the location 68 of the forward piston 14 is partially over the leading edge 46 to relatively increase the pressure thereon. In addition, this effect might be improved by angling the leading edge rearwardly by an angle between 0 and 30° from the perpendicular to the rotor disc braking surfaces 40. A series of grooves 52, 53 may be provided, preferably as illustrated extending from the pad edge 48 to either of the pad edges 49 or 47. Again the intention is to direct liquid oil through the grooves outwardly and away from the friction surface 55 of the pad. The grooves may be straight as shown at 52, or curved as shown at 53, and each preferably form an acute angle with radial lines 56 at the inner edge 48. These acute angles are preferably equal to or greater than the angle α and preferably increase in a direction from the leading edge 46 to the rear edge 47. As shown in Figures 9 and 10, it is preferred that the number of grooves per unit area in a forward zone of the pad be greater than that in a rearward zone of the pad. Again this is believed to improve the removal of liquid oil from the braking surfaces. As shown in Figures 11A and 11B, the cross-sectional shape of the grooves 52,53 may be square edged, however, it is preferred that the trailing edge of each groove be perpendicular to the braking surface or be angled rearwardly as illustrated in Figure

11A. The angle to the perpendicular may be from 0 to 30°, preferably, about 15°. The depth of the grooves should be sufficiently deep to exist operably over the complete working life of the pad. The rear edge of the or each groove should be a substantially sharp edge, i.e. not with a radius or bevel.

THE CLAIMS DEFINING THE INVENTION ARE AS FOLLOWS:

1. A disc brake assembly for a vehicle adapted to be connected to an axle end, said assembly comprising a single rotor disc adapted to rotate with said axle end and a stationary housing enclosing said rotor with one or more seals acting to provide a substantially sealed zone surrounding at least a braking effect region of said rotor disc, at least one friction pad located adjacent a braking surface of said rotor disc in said braking effect region with the or each said friction pad being arranged to move axially towards and engage said braking surface of the rotor disc or to move axially away and disengage from braking effect on said rotor disc, and liquid filling means provided to permit at least part of said substantially sealed zone to be filled with a liquid medium.
2. A disc brake assembly according to Claim 1, wherein at least one pair of said friction pads are provided with at least one said friction pad of a said pair being positively moveable towards said rotor disc during a braking operation.
3. A disc brake assembly according to Claim 2, wherein at least two pairs of said friction pads are provided.
4. A disc brake assembly according to Claim 2 or Claim 3, wherein said at least one said friction pad of a said pair is positively moveable towards said rotor disc by at least two actuators, one of said actuators being arranged to provide an actuating force in a direction towards said rotor disc directly to a leading edge of said at least one friction pad.
5. A disc brake assembly according to any one of Claims 1 to 4, wherein said substantially sealed zone contains said liquid medium with said liquid medium level being located at least above said one or more seals.
6. A brake pad configuration for use in a brake assembly and adapted to apply brake effect to a rotatable disc, said brake pad configuration being characterised in that in a use position, a leading edge is swept or angled rearwardly from a radial line passing through an inner leading corner region of the pad configuration.

7. A brake pad configuration for use in a brake assembly and adapted to apply brake effect to a rotatable disc, said brake pad configuration having a leading edge, a trailing edge and a radially inner edge and a radially outer edge defining a friction surface therebetween, said brake pad configuration being characterised by at least one groove extending inwardly from said friction surface, the or each said groove extending between either said leading edge or said radially inner edge and either said radially outer edge or said trailing edge, the or each said groove at said leading edge or said radially inner edge, in use, extending rearwardly from a radial line at an acute angle.

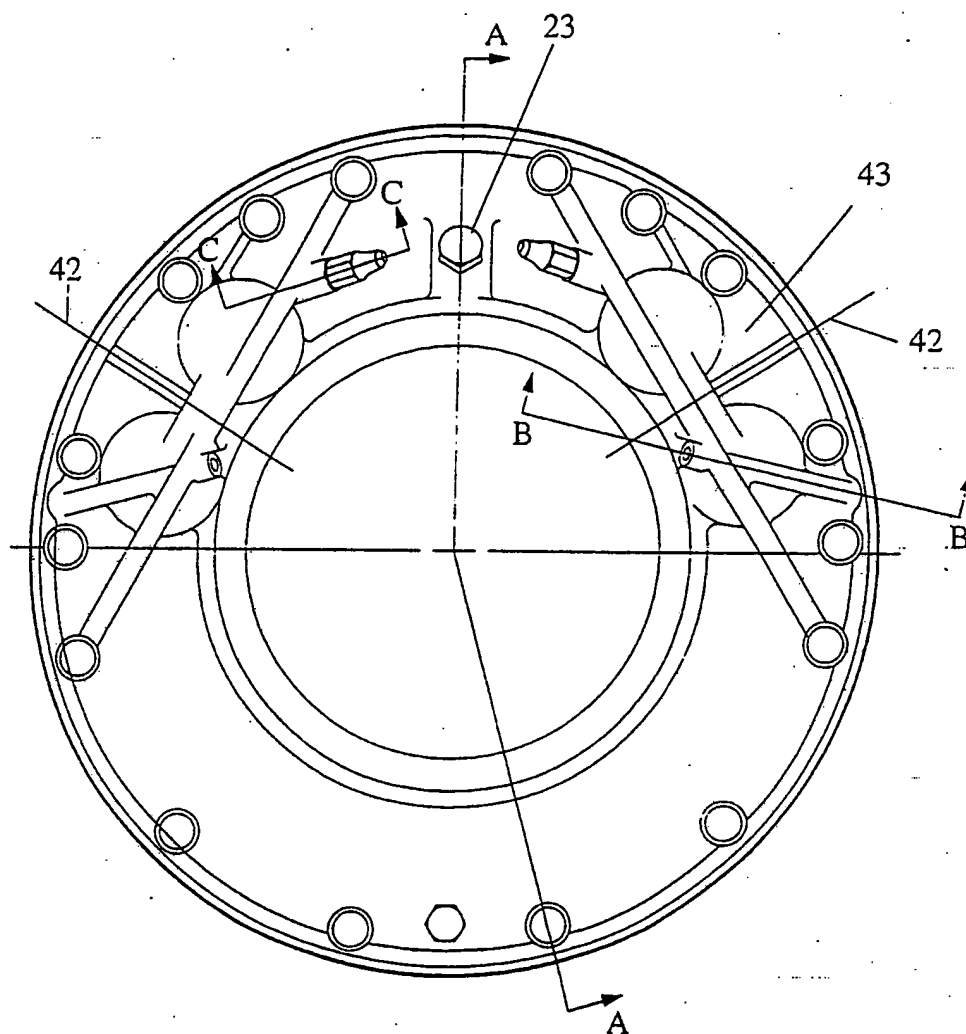
8. A brake pad configuration according to Claim 6, wherein a trailing edge of the or each said groove forms an angle to said friction surface between 60° and 90°.

9. A brake pad configuration according to Claim 6 or Claim 7, wherein each said groove is straight or curved in a continuous rearwardly angled arc.

10. A brake pad configuration according to any one of Claims 6 to 8, including a plurality of said grooves wherein the density of spacing of said grooves in a first zone adjacent the leading edge of the pad configuration is greater than the density of spacing of the grooves in a second zone adjacent the trailing edge of the pad configuration.

1/8

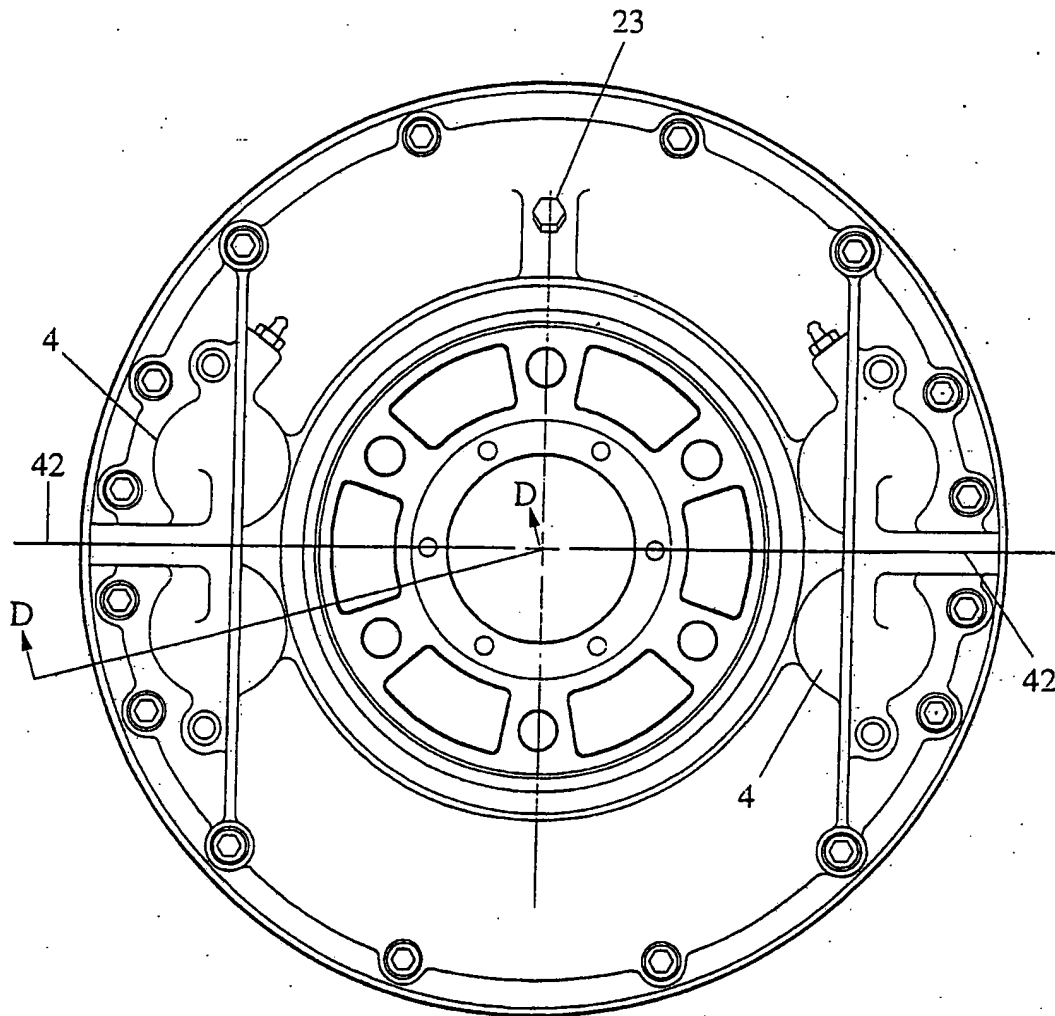
Fig 1.



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2/8

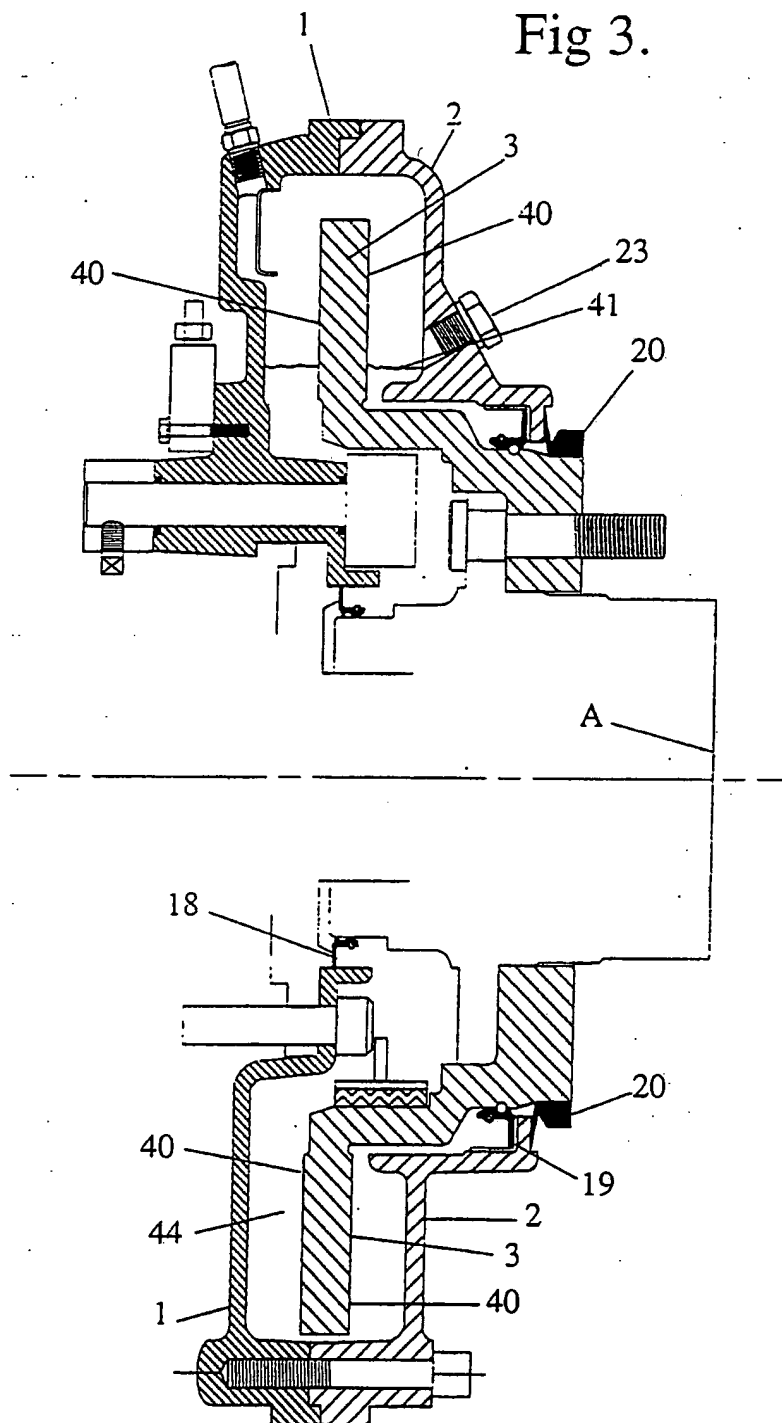
Fig 2.



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3/8

Fig 3.



4/8

Fig 4.

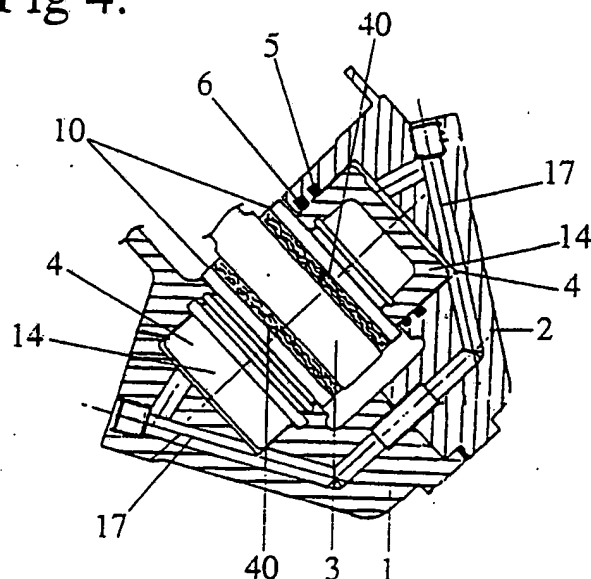


Fig 5.

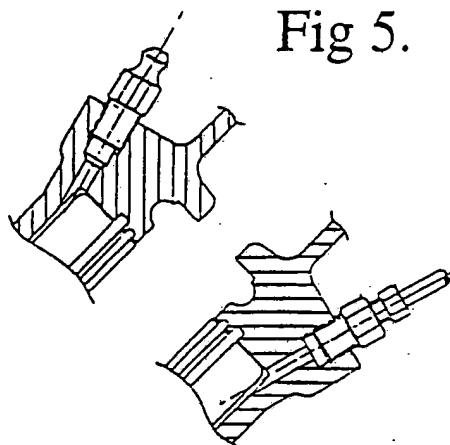
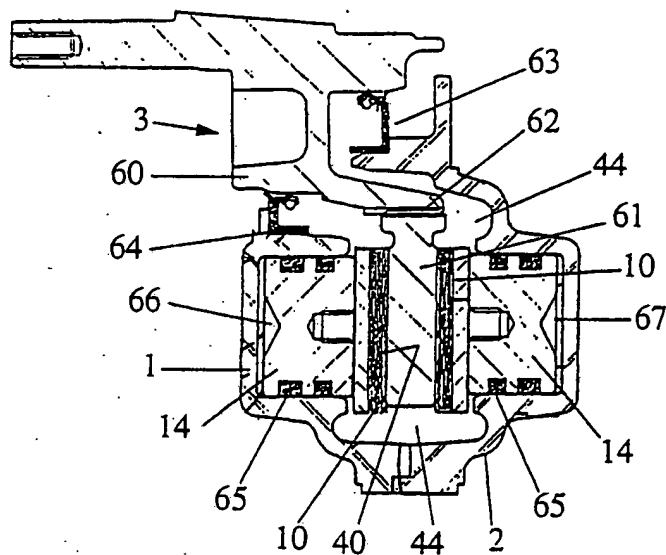


Fig 6.



5/8

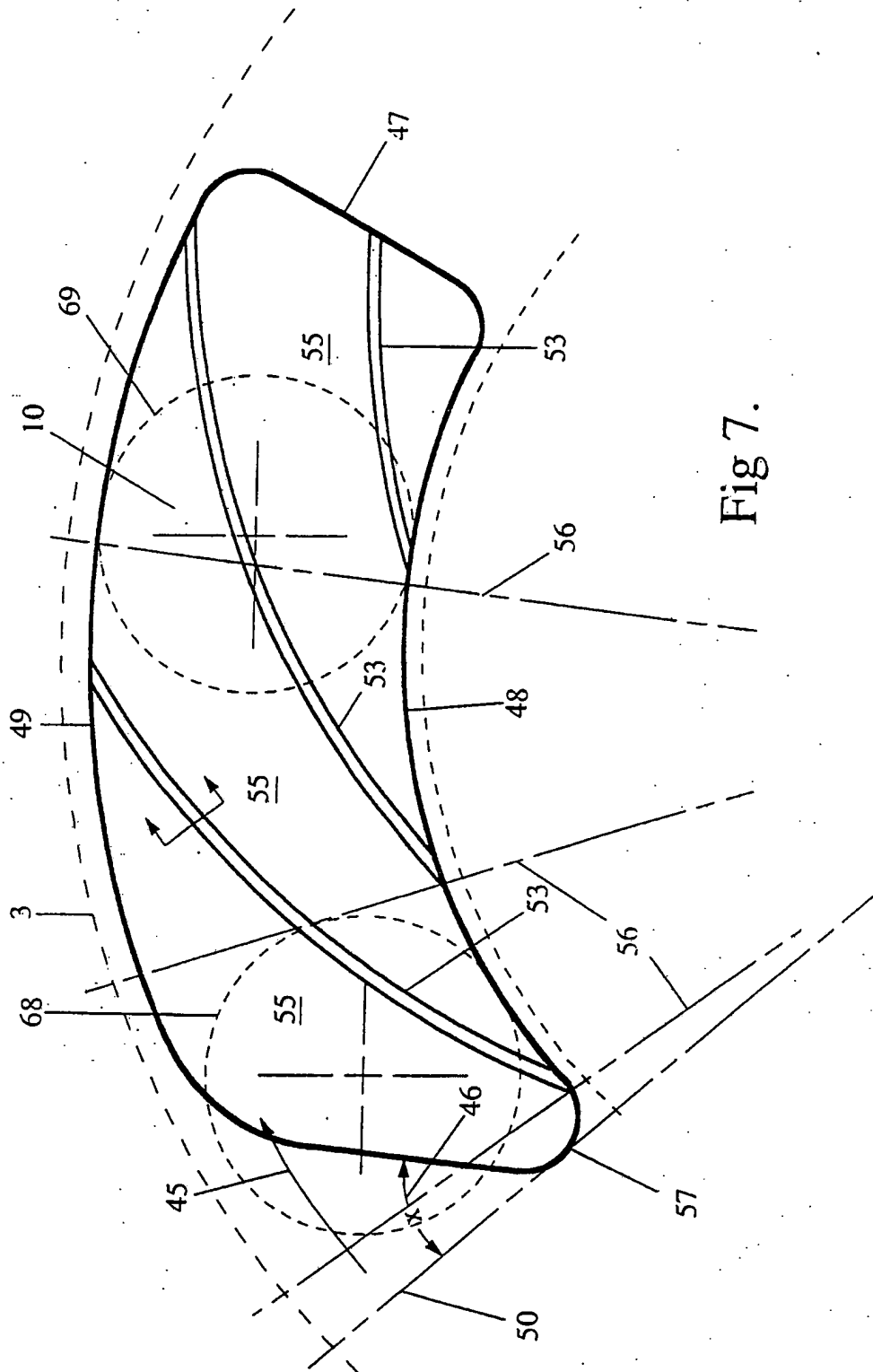
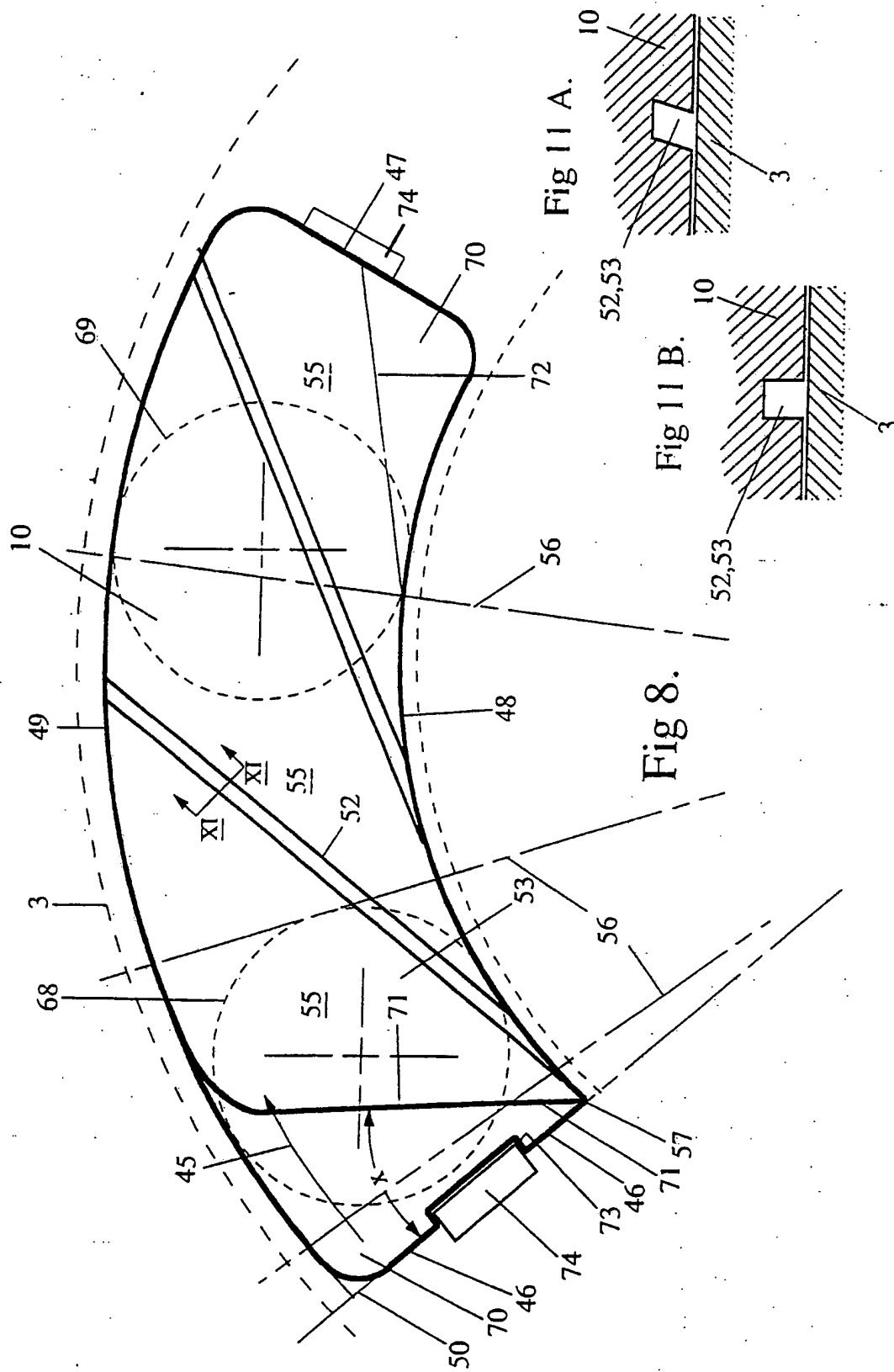


Fig 7.



7/8

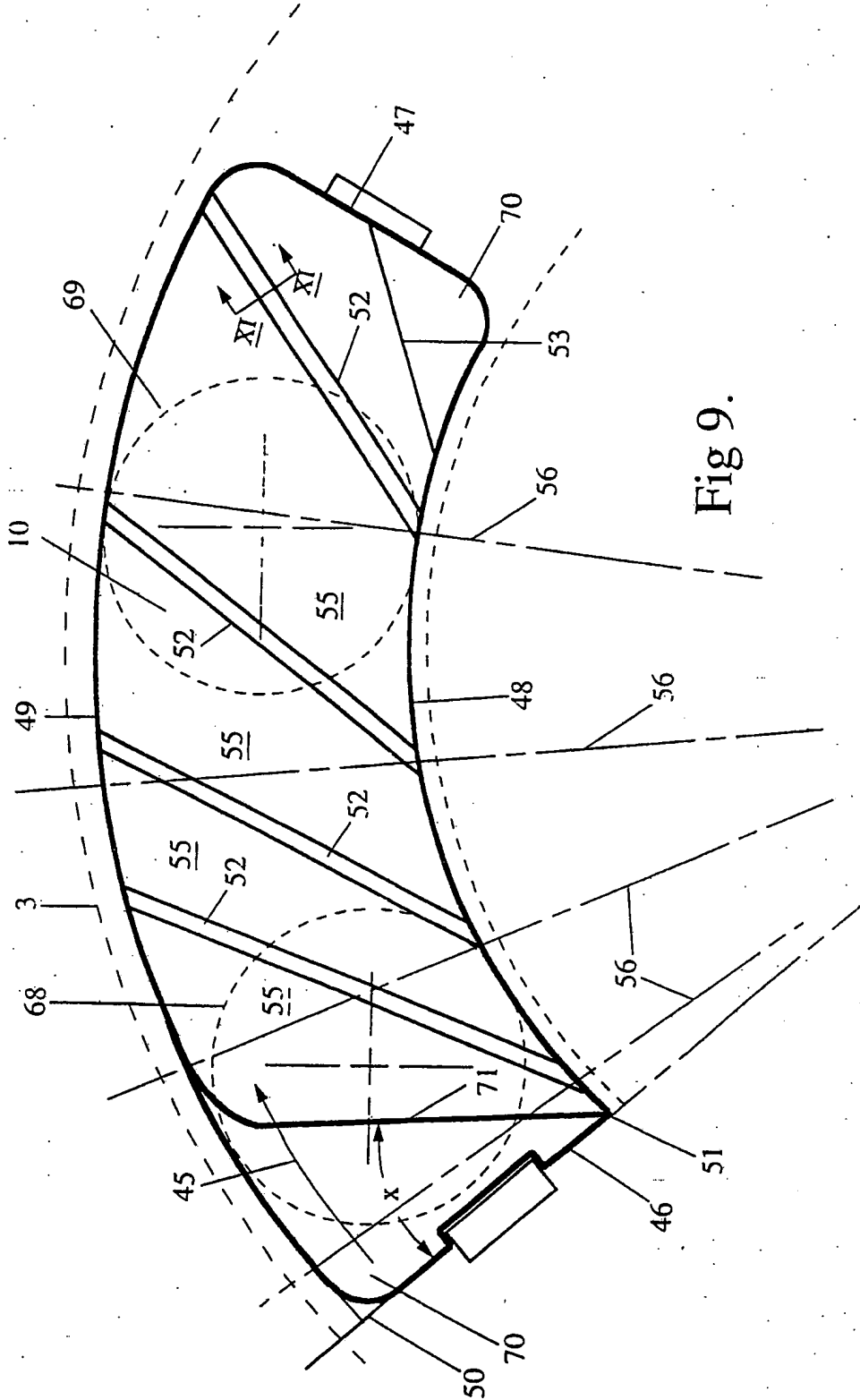
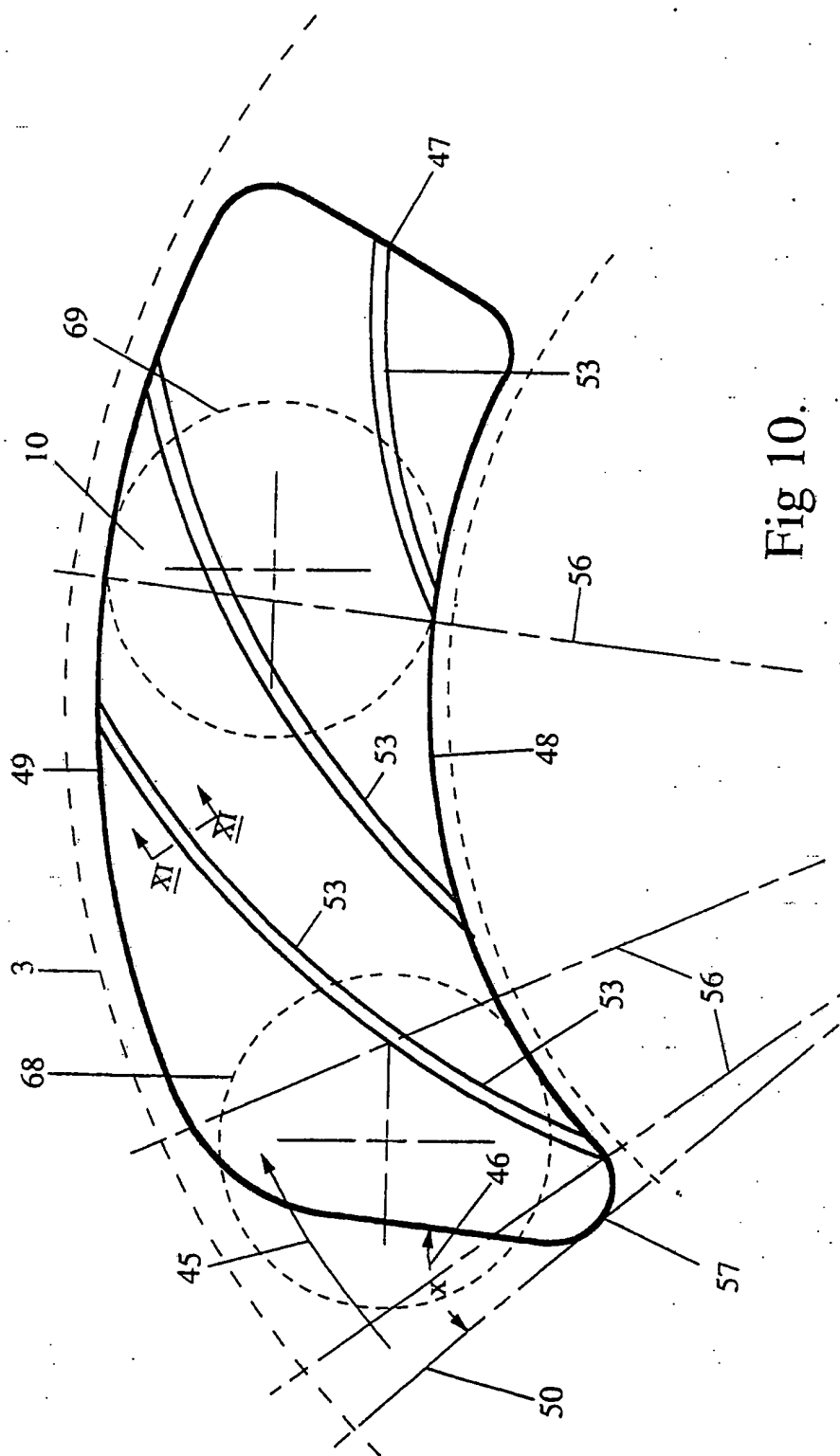


Fig 9.

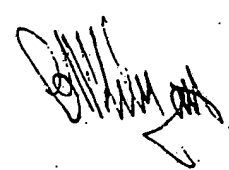
8/8



INTERNATIONAL SEARCH REPORT

International application No.

PCT/AU92/00540

A. CLASSIFICATION OF SUBJECT MATTER Int. Cl. ⁵ F16D 55/02, 55/22, 55/228, 65/092, 69/00 According to International Patent Classification (IPC) or to both national classification and IPC					
B. FIELDS SEARCHED Minimum documentation searched (classification system followed by classification symbols) IPC F16D 55/00, 55/02, 55/22, 55/228, 65/04, 65/092, 69/00 Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched AU: IPC as above Electronic data base consulted during the international search (name of data base, and where practicable, search terms used) DERWENT					
C. DOCUMENTS CONSIDERED TO BE RELEVANT					
Category*	Citation of document, with indication, where appropriate, of the relevant passages <u>CLAIMS 1-5</u> AU, B, 17988/56 (212523) (DUNLOP RUBBER COMPANY LIMITED) 8 November 1956 (08.11.56) page 1, line 18 - page 2, line 14 & page 5, lines 14-25 AU, B, 14317/55 (209148) (DUNLOP RUBBER COMPANY LIMITED) 14 June 1956 (14.06.56) page 1, line 7 - page 2, line 9 & page 2, lines 18-22	Relevant to Claim No. 1-3, 5 4 1-3, 5 4			
<div style="display: flex; justify-content: space-between;"> <div> <input checked="" type="checkbox"/> Further documents are listed in the continuation of Box C. </div> <div> <input checked="" type="checkbox"/> See patent family annex. </div> </div>					
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; vertical-align: top;"> * Special categories of cited documents : "A" document defining the general state of the art which is not considered to be of particular relevance "E" earlier document but published on or after the international filing date "L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified) "O" document referring to an oral disclosure, use, exhibition or other means "P" document published prior to the international filing date but later than the priority date claimed </td> <td style="width: 33%; vertical-align: top;"> "T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention "X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone "Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art "&" document member of the same patent family </td> <td style="width: 33%;"></td> </tr> </table>			* Special categories of cited documents : "A" document defining the general state of the art which is not considered to be of particular relevance "E" earlier document but published on or after the international filing date "L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified) "O" document referring to an oral disclosure, use, exhibition or other means "P" document published prior to the international filing date but later than the priority date claimed	"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention "X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone "Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art "&" document member of the same patent family	
* Special categories of cited documents : "A" document defining the general state of the art which is not considered to be of particular relevance "E" earlier document but published on or after the international filing date "L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified) "O" document referring to an oral disclosure, use, exhibition or other means "P" document published prior to the international filing date but later than the priority date claimed	"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention "X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone "Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art "&" document member of the same patent family				
Date of the actual completion of the international search 9 December 1992 (09.12.92)		Date of mailing of the international search report 17 DEC. 1992 (17.12.92)			
Name and mailing address of the ISA/AU AUSTRALIAN PATENT OFFICE PO BOX 200 WODEN ACT 2606 AUSTRALIA Facsimile No. 06 2853929		Authorized officer <div style="text-align: center;">  C. M. WYATT Telephone No. (06) 2832538 </div>			

INTERNATIONAL SEARCH REPORT

International application No.
PCT/AU92/00540

C(Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT		
Category*	Citation of document, with indication, where appropriate of the relevant passages	Relevant to Claim No.
X	AU, B, 7722/52 (153857) (WINGFOOT CORPORATION) 3 April 1952 (03.04.52) column 3, lines 18-32 & figures 1 and 2	1-3, 5 4
Y	Patents Abstracts of Japan, M-772, page 71, JP, A, 63-190938 (MAZDA MOTOR CORPORATION) 8 August 1988 (08.08.88)	4
Y	Patents Abstracts of Japan, M-158, page 60, JP, A, 57-94139 (SUMITOMO DENKI KOGYO K.K.) 11 June 1982 (11.06.82)	4
X	<u>CLAIMS 6-10</u> GB, A, 2184179 (STEYR-DIAMLER-PUCH AG) 17 June 1987 (17.06.87) figure 2	6-9
X	AU, B, 43652/85 (574791) (ALLIED CORPORATION) 2 January 1986 (02.01.86) figures 7-9	6
X	EP, A, 61107 (STAHL) 29 September 1982 (29.09.82) figure 2	6
X	DT, A, 2539557 (MESSERSCHMITT BOLKOW-BLOHM GmbH) 10 March 1977 (10.03.77) figures 1-11 & pages 5-6	6-9
X	GB, A, 1124004 (BARALE et al) 14 August 1968 (14.08.68) Figure 4; page 1, lines 42-46 & page 2, lines 81-85	7-9
X	AU, B, 16400/62 (254722) (GIRLING LIMITED) 17 October 1963 (17.10.63) figure 8	7-9
P, A	EP, A, 486772 (RUTGERS PAGID AG) 27 May 1992 (27.05.92)	7-10

INTERNATIONAL SEARCH REPORT

International application No.

PCT/AU92/00540

Box I Observations where certain claims were found unsearchable (Continuation of Item 1 of first sheet)

This international search report has not established in respect of certain claims under Article 17(2)(a) for the following reasons:

1. ☐ Claims Nos.:
because they relate to subject matter not required to be searched by this Authority, namely:
2. ☐ Claim Nos.:
because they relate to parts of the international application that do not comply with the prescribed requirements to such an extent that no meaningful international search can be carried out, specifically:
3. ☐ Claims Nos.:
because they are dependent claims and are not drafted in accordance with the second and third sentences of Rule 6.4(a).

Box II Observations where unity of invention is lacking (Continuation of item 2 of first sheet)

This International Searching Authority found multiple inventions in this international application, as follows:

- Claims 1-5 are directed to a single disc brake assembly with at least one axially acting friction pad enclosed in a liquid filled sealed housing.
- Claim 6 is directed to a brake pad configuration with a leading edge rearwardly angled with respect to a radial line passing through the inner leading corner.
- Claims 7-10 are directed to a brake pad configuration with grooves on the friction surface inclined at an acute angle to a radial line at a leading or radially inner edge.

Since the above mentioned groups of claims do not share common technical features, a "technical relationship" as defined in PCT Rule 13.2 does not exist. Accordingly, the international application does not relate to one invention or to a single inventive concept.

1. ☒ As all required additional search fees were timely paid by the applicant, this international search report covers all searchable claims
2. ☐ As all searchable claims could be searched without effort justifying an additional fee, this Authority did not invite payment of any additional fee.
3. ☐ As only some of the required additional search fees were timely paid by the applicant, this international search report covers only those claims for which fees were paid, specifically claims Nos.:
4. ☐ No required additional search fees were timely paid by the applicant. Consequently, this international search report is restricted to the invention first mentioned in the claims; it is covered by claims Nos.:

Remark on Protest

- ☐ The additional search fees were accompanied by the applicant's protest.
- ☒ No protest accompanied the payment of additional search fees.

This Annex lists the known "A" publication level patent family members relating to the patent documents cited in the above-mentioned international search report. The Australian Patent Office is in no way liable for these particulars which are merely given for the purpose of information.

Patent Document Cited in Search Report		Patent Family Member	
GB	2184179	AT	3199/85
AU	43652/85	EP	169998
		JP	61024842
EP	61107	DE	3109939
		WO	8203255
EP	486772	DE	4036908

END OF ANNEX

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